

**AMENDMENTS TO THE SPECIFICATION:**

Please replace paragraph [0038] with the following amended paragraph:

[0038] The thrust rod portion 56 is bounded on its upper end in Fig. 2 (see also Fig. 4) by a hydraulic control face 58, which acts in the closing direction of the inner valve element 34. The hydraulic control face 58 defines a hydraulic control chamber 60. From the control chamber, an outlet throttle restriction 62 leads to an electromagnetic 2/2-way **switching control** valve 64 (which can, however, also be designed as a piezoelectric valve). By way of it, the outlet throttle restriction 62 can be made to communicate with the low-pressure connection 28.

Please replace paragraph [0045] with the following amended paragraph:

[0045] When the 2/2-way **switching control** valve 64 is closed, the communication between the control chamber 60 and the low-pressure connection 28 is interrupted. Simultaneously, however, the control chamber 60 communicates with the high-pressure connection 24 via the high-pressure conduit 84, the annular chamber 82, and the fluid conduit 88. In the control chamber 60, a high fluid pressure therefore prevails. By means of the corresponding hydraulic force, acting in the closing direction on the hydraulic control face 58 of the inner valve element 34, the inner valve element 34 is pressed with the sealing edge 52 against the housing face 46.

Please replace paragraph [0047] with the following amended paragraph:

[0047] When the 2/2-way **switching control** valve 64 is opened, the hydraulic control chamber 60 communicates with the low-pressure connection 28. As a result, the pressure in the control chamber 60 drops. Because of the high pressure prevailing the annular chamber 82 (which after

all communicates constantly with the high-pressure connection 24 via the high-pressure conduit 84), the switch body 68 now lifts with its sealing edge 76 from the step 78. As a result, on the one hand, the slide edge 72 of the switch body 68 covers the orifice of the conduit 74, so that the annular chamber 80 is now disconnected from the low-pressure connection 28. Second, as a result, the two annular chambers 80 and 82 are made to communicate with one another, so that both in the annular chamber 80 and in the conduit 42 and the pressure chamber 40, as well as the annular chamber 43, a corresponding high fluid pressure builds up.

Please replace paragraph [0051] with the following amended paragraph:

[0051] For terminating the injection event, the 2/2-way ~~switching control~~ valve 64 is closed again. As a result, the pressure in the control chamber 60 rises again. Because of the force acting on the control face 92 of the switch body 68, the switch body returns to its outset position, in which with its sealing edge 76 it rests on the step 78, and in which the slide edge 72 again uncovers the conduit 74. As a result, the pressure chamber 40 is disconnected from the high-pressure connection 24 and now communicates with the low-pressure connection 28, so that the pressure in the annular chamber 80 and consequently also in the conduit 42 and in the pressure chamber 40 drops.

Please replace paragraph [0053] with the following amended paragraph:

[0053] If in an injection only the outer valve element 36 is meant to be opened, the 2/2-way ~~switching control~~ valve 64 is closed again before the switch body 68, with its control face 92, comes into contact with the sealing portion 94. In that case, the control chamber 60

communicates simultaneously with the low-pressure connection 28 and, via the fluid conduit 88, with the high-pressure connection 24. Accordingly, in the control chamber 60, an "intermediate pressure" therefore results (possibly only very briefly), at which the switch body 68 does not open entirely, and the inner valve element 34 remains reliably closed. Although in a sense the pressure chamber 43 also communicates with the low-pressure connection 28 via the inlet throttle restriction 90, nevertheless the corresponding pressure drop in the pressure chamber 43 is so slight that it does not yet lead to closure of the outer valve element 36. The outer valve element 36 is not closed until the slide edge 72 uncovers the conduit 74 again.

Please replace paragraph [0054] with the following amended paragraph:

[0054] A restoring spring for the inner valve element 34 can be dispensed with, since in normal operation this valve element is securely moved by the prevailing pressure forces. In addition, even if the 2/2-way ~~switching~~ control valve 64 is defective, it is assured, regardless of the pressure in the rail 18, that no fuel will be injected, since the outer valve element 36 is closed by the compression spring 50 and thus also prevents the inflow to the fuel outlet conduits 54.